



City of Long Beach General Plan Land Use and Mobility Elements Update

Planning Tools Menu

1. Land Use Development Prototypes

- 1.A New Single-Family Residential
(1.0–6.9 units per acre)



- 1.A-1 Single-Family Residential—
Manage enlargement of
single-family residential





1. Land Use Development Prototypes

- 1.B Single-Family Residential—
Infill—Small Lots
(7.0–13.9 units per
acre)



- 1.C Single-Family Residential—
Infill—Single-Family
Attached
(7.0–13.9 units per
acre)





1. Land Use Development Prototypes

- 1.D Multi-Family Residential—
Townhouses
(14.0–27.9 units per
acre)



- 1.E Multi-Family Residential—
Condominium/Apartme
nts (14.0–27.9 units per
acre)



- 1.E-1 Multi-Family Residential—High-
Density
Condominiums/Apartme
nts (28.0–55.9 units per
acre)





1. Land Use Development Prototypes

1.E-2 Multi-Family
Residential—High Rise
Condominiums/Apartments (56.0 and above
units per acre)



1.F-1 Mixed-Use
Development—
Adaptive Reuse—Two
Stories



1.F-2 Mixed-Use
Development—
Adaptive Reuse—Three
Stories





1. Land Use Development Prototypes

1.F-3 Mixed-Use Development—Four Stories



1.F-4 Mixed-Use Development—Five Stories and Greater





2. Land Use Places

- 2.A-1 Neighborhood Commercial Center—
Grocery store anchor,
auto-oriented
(typical 10–14 acres)



- 2.A-2 Neighborhood Commercial Center—
Grocery store anchor,
inclusion of pedestrian
amenities and plaza
(typical 10–14 acres)





2. Land Use Places

- 2.A-3 Neighborhood Commercial Center—
Integrating grocery stores, retail, housing,
and community facilities
(minimum 12 acres)



- 2.B-1 Commercial Corridors—
Concentrated
commercial uses in
centers (at or near
intersections)





2. Land Use Places

- 2.B-2 Commercial Corridors—
Reuse areas between
intersections for new
retail or office use



- 2.B-3 Commercial Corridors—
Reuse areas between
intersections for mixed
use



- 2.B-4 Commercial Corridors—
Reuse areas between
intersections for
housing





2. Land Use Places

2.C-1 Regional Mall / Large-Scale Commercial Center—
Pedestrian-oriented design and development



2.C-2 Regional Mall with Mixed Use—
Mixed use with a residential component





2. Land Use Places

2.D-1 Transit-Oriented Development—
Pedestrian-oriented,
located on transit
corridor and close to
transit station, contains
mixture of uses



2.D-2 Transit Corridors—
Transit-oriented
development, increased
pedestrian-oriented
facilities, streetscape
design



2.E Industrial Areas—
Reuse/recycle and
redevelopment,
compatible with
surrounding
neighborhoods





2. Land Use Places

- 2.F Single-Family Residential Conservation—
Management of existing residential, renovation;
compatible infill of new housing; neighborhood
code enforcement



- 2.G-1 Community Facilities—
Joint-Use Facilities
(school, library, park)



- 2.G-2 Community Facilities—
Active Recreation and
Pocket or Mini Parks





2. Land Use Places

2.G-3 Community Facilities—
Park or Open Space
Development along the
River/Flood Plain and
Utility Easement Areas





3. Mobility Measures—Increase Roadway Capacity

3.A-1 Roadway Widenings to add lanes



3.A-2 Peak Period Parking Restrictions to add lanes





3. Mobility Measures—Increase Roadway Capacity

3.A-3 Intersection Improvements to add lanes



3.A-4 Grade-Separated Intersections



3.A-5 Add New Roadways to the Street System





3. Mobility Measures—Increase Roadway Capacity

3.A-6 Add New or Upgrade Freeway Interchanges



3.A-7 Add Turn Lanes (dedicated or continuous median two-way)



3.A-8 Access Management (consolidate driveways)





3. Mobility Measures—Increase Roadway Capacity

3.A-9 Intelligent Transportation Systems (signal coordination, traffic management center)



3. Mobility Measures—Increase Alternative Modes of Transportation

3.B-1 Additional Fixed-Route Transit Service



3.B-2 Additional Transit Shuttle Services



3.B-3 Bus Stop Enhancements (e.g., shelters, landscape)





3. Mobility Measures—Increase Alternative Modes of Transportation

3.B-4 Pedestrian Enhancements (e.g., wider/nicer sidewalks, street trees, lighting, enhanced crosswalks, accessibility improvements)



3.B-5 Bicycle Lanes, Routes, Paths



3.B-6 Bicycle Storage Facilities



3. Mobility Measures—Increase Alternative Modes of Transportation

3.B-7 Support Regional Transit



3.B-8 Bus Rapid Transit (e.g., ZAP)



3.B-9 BRT-Type Intersection Improvement for Buses (dedicated travel lanes)





3. Mobility Measures—Increase Alternative Modes of Transportation

3.B-10 ITS Signal
Enhancement
including Advanced Bus
Detection





3. Mobility Measures—Increase Safety for Pedestrian

3.C-1 Safer Crosswalks



3.C-2 Slower Progressive Speeds through Signal Timing



3.C-3 Support Enforcement





3. Mobility Measures—Control Traffic through Residential Neighborhoods

3.D-1 Turn Restrictions



3.D-2 Chokers (narrow streets at entrance to neighborhood)



3.D-3 Narrow Streets (e.g., with diagonal parking)





3. Mobility Measures—Control Traffic through Residential Neighborhoods

3.D-4 Reduce Number of Lanes



3.D-5 Stop Signs



3.D-6 Speed Humps





3. Mobility Measures—Control Traffic through Residential Neighborhoods

3.D-7 Traffic Circles or Median Islands



3.D-8 Diverters/Semi-Diverters



3.D-9 Increase Enforcement





3. Mobility Measures—Provision for More Parking

3.E-1 Increase Supply of On-Street Parking (e.g., diagonal parking)



3.E-2 Provide Off-Street Public Parking



3.E-3 Preferential Parking Regulations





3. Mobility Measures—Provision for More Parking

3.E-4 Increase Code-Required Parking



3.E-5 Parking Time Limits / Meters to Increase Turnover



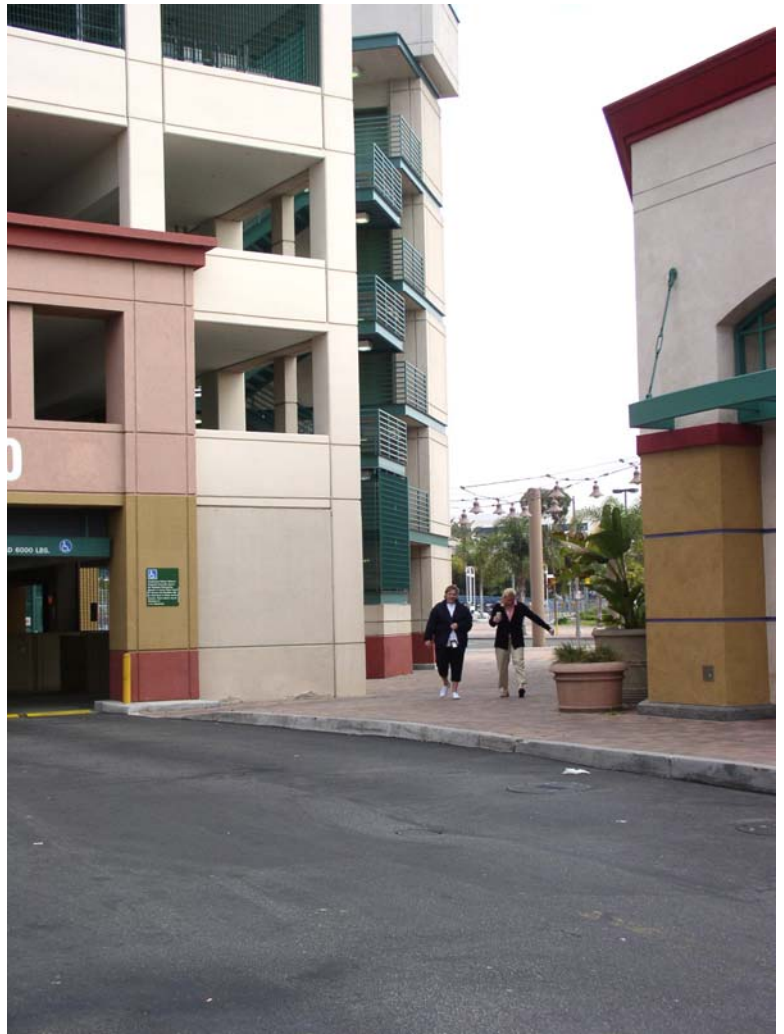
3.E-6 Park-and-Ride Lots





3. Mobility Measures—Provision for More Parking

3.E-7 Preferential Parking for Selected Modes and High-Occupancy Vehicles



3.E-8 Increase Public Information Regarding Parking Locations and Availability





3. Mobility Measures—Provision for More Parking

3.E-9 Develop Real-Time Public Parking Information through New Technology



3.E-10 Create Shared-Parking Opportunities to Maximize Use of Existing Lots and Garages





3. Mobility Measures—Provision for More Parking

3.E-11 Create Incentives for Developers to Provide Parking in Excess of Code



3.E-12 Carpool Incentives (e.g., preferential parking, dedicated lanes)





4. Regulatory Controls

4.A-1 Regulatory Controls— Single-Family Residential Design Guidelines



4.A-2 Regulatory Controls— Multi-Family Residential Design Guidelines



4.A-3 Regulatory Control— Commercial and Industrial Design Guidelines





4. Regulatory Controls

- 4.B Regulatory Control—
Density Bonus and
Other Incentives



- 4.C Regulatory Control—
Zoning Ordinance
Revision (i.e., dwelling
units per acre and
permitted and
conditional uses)



- 4.D Regulatory Control—
Green Buildings





4. Regulatory Controls

4.E Regulatory Control— Historic Preservation



4.F Regulatory Controls— Streetscape Design Guidelines





5. Regulatory Process

5.A Regulatory Process— Design Review Process



5.B Regulatory Process— Code Enforcement



5.C Regulatory Process— Redevelopment





5. Regulatory Process

5.D Regulatory Processes—Historic Districts





6. Financial Mechanisms

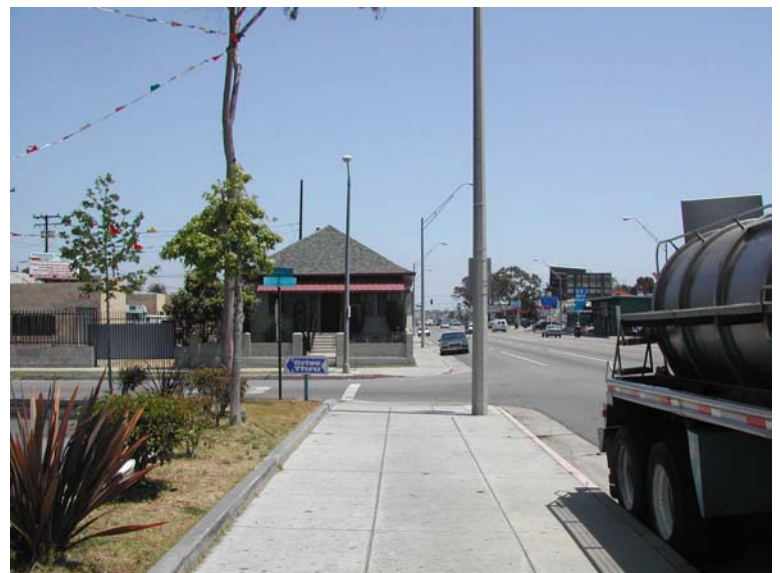
6.A Financial Mechanisms— Low-Interest Loans



6.B Financial Mechanisms— Public-Private Partnerships



6.C Financial Mechanism— Public Investment





6. Financial Mechanisms

6.D Financial Mechanism— Impact Fees

